

MISCELLANEOUS.

Mrs. M. J. Burrows
FASHIONABLE MILLINERY
 Fancy Goods, Etc.
STRAW HATS & BONNETS
 In All Grades, at Popular Prices.
 School Hats, Child's Lace Hoods,
 Buckram Frames, Veiling, Laces, Ornaments,
 Flowers, Pompons, Ribbons, Etc.
NEW TRIMMING MATERIALS.
MRS. M. J. BURROWS
 18 Main Street, Opposite Z. C. M. I.

Subscribe for **THE HERALD**, The People's Paper.

MISCELLANEOUS.

LUMBER YARD

PLANING MILL

ONE-HALF BLOCK EAST OF DEPOT
 Lumber, Doors,
 Sash, Shingles, Mouldings,
 Ceiling, Frames, etc.
 Flooring, Pickets,
 Hardware, Rustic,
 Sash Weights, Glass, etc.

ALL MILLS PROMPTLY FILLED.
Builders, Contractors,
MANUFACTURERS.
Taylor, Romney & Armstrong.
 (Late Latimer, Taylor & Co.)
 P. O. Box 628.

JOSLIN & PARK

The Leading Jewellers of Salt Lake City,
 offering Special Inducements in the way
 of Prices, Goods, etc.
 A fine line of Rogers, Smith & Co.'s Quad-
 rangle Plated Tea Sets, Ice Pickers, Water
 sets, Fruit Dishes and Baskets, etc.
 See the new Patent Water Pitcher.
 A full line of Gorham Solid Sterling Silver
 Ware.

The Largest Stock of
 Watches, Diamonds,
 Jewelry and Silverware
 in the West. Call and look us over.

JOSLIN & PARK,
 Importing & Manufacturing Jewellers
 170 SOUTH MAIN ST.
 Special Attention Paid to Orders by Mail.

F.E. SCHOPPE

CHAMPION BARBED WIRE.



Wholesale and Retail Dealer in

Stoves & Ranges

Tin, Copper, and Sheet-Iron Work.
 253 S. Main St. Salt Lake City.

Established 1872. Established 1862.

JOSEPH E. TAYLOR,

Pioneer Undertaker of Utah.

Manufacturer and Dealer in all kinds of
 Wood, Metallic and Cloth-covered Caskets
 and Coffins. Full stock of Burial Robes and
 Coffin Furnishings.
 Telephone and Telegram Orders promptly
 attended to.

Factory and Warehouses, No. 233 E. First
 South St. Section's Office in same building.
 Telephone No. 74.

HENRY WAGNER,

Salt Lake City.

California Brewery.

Lager Beer, Ale and Porter,

Wholesale and Retail.

MISCELLANEOUS.

"ON TIME" STOVES

C. WANLESS

West of Opera House
 Carries a Full Line of these Celebrated
 Stoves.

Also a Complete Stock of
 House Furnishing Hardware.

FLOWING WELLS!

I am prepared to Bore
 WELLS ANY DEPTH,
 From 100 to 400 Feet, 2 1/2 or
 3-inch Pipe.

And I guarantee my machine to go through
 Rock, Quicksand, Gravel, or any
 other kind of material.

For terms, etc., see
S. R. Marks, Co-op. Furniture Store
 102, 104 & 106 SOUTH TEMPLE ST.,
 Salt Lake City.

WEBER COAL.

Home Coal Company,

COAL from the Wasatch and Cris-
 mon Mines, Coalville, Utah.

Price, Delivered..... 6.00 per ton.
 At yard..... 5.50 "

LEAVE ORDERS WITH
HENRY DINWOODEY,
 Nos. 37 & 41 W. First South Street,
 SALT LAKE CITY.

THE POLYTECHNIC

Will open on
OCTOBER 1st, 1885.

Chemistry, Metallurgy, and Mining
 thoroughly taught. Ladies and gentlemen
 who wish to become students may call at once.

Chemical, Metallurgical and Mining exam-
 inations attended to and satisfaction
 guaranteed.

Address 114 W. First South Street (next to
 Herald Building), or 149 Second South
 Street.

H. HIRSCHING,
 PRINCIPAL.

HULBERT BROS.

Custom Work Promptly Done

We keep a Large Stock of Rag Carpets
 from 45 cents per yard up.

so the Best Brands of Cotton Warp in
 This Market.

WE STRIVE TO PLEASE
Give Us a Call

27 W. First South St., one door
 west Knitting Factory.

THE WASATCH

PATENT ROLLER MILLS.

Best Grades of Roller Pro-
 cess Flour.

BRANDS, HIGH PATENT & STRAIGHT
 B. Grade, all warranted as good as any
 made in Utah.

The Highest Cash Price paid for
 Good Wheat.

Telephone to the Mills, No. 105. Office
 Idaho Bakery, No. 20 Second South Street, E.
 G. HUSLER, Prop.

N. BERNARDIS,

California Restaurant
 AND OYSTER HOUSE,

Three Doors South of Walker House,
 Main Street.

NICK BERNARDIS, LATE OF VIENNA
 CHOP HOUSE, TO THE FRONT.

Nick having just returned from California,
 will open up a first-class Restaurant and
 Oyster House, Thursday, September 30, 1885,
 and hopes, by strict attention to business, to
 merit a share of public patronage.
 Everything first-class. Open day and night.

Listen to your Wife.

The Manchester Guardian, June 9th, 1883,
 says:

At one of the
 "Windows"
 Looking on the woodland ways! With
 clumps of rhododendrons and great
 masses of May blossoms!!! "There was
 an interesting group."

It included one who had been a "Cot-
 ten spinner," but was now so
 Paralyzed!!!

That he could only bear to lie in a re-
 clining position.

This refers to my case.
 I was Attacked twelve years ago with
 "Locomotor Ataxy"

(A paralytic disease of the nerve fibre rarely
 cured)

and was for several years barely able to
 get about.

And for the last five years not able to
 attend to my business, although
 Many things have been done for me.

The last experiment being Nerve stretching.
 Two years ago I was voted into the
 Home for Incurables! Near Man-
 chester, in May, 1882.

I am no "Advocate." "For anything
 in the shape of patent Medicines!"
 And made many objections to my
 dear wife's constant urging to try Hop
 Bitters, but finally to pacify her—

Consented!!

I had not quite finished the first bottle
 when I felt a change come over me.
 This was Saturday, November 3rd. On
 Sunday morning I felt so strong I said
 to my room companions, "I was sure I
 could."

Walk!!
 So started across the floor and back.

I hardly knew how to contain myself. I
 was all over the house. I am gaining
 strength each day, and can walk quite safe
 without any stick.

Or Support
 I am now at my own house, and hope soon
 to be able to earn my own living again. I
 have been a member of the Manchester
 "Royal Exchange."

For nearly thirty years, and was most
 heartily congratulated on going into the
 room on Thursday last. Very gratefully
 yours, JOHN BLACKBURN,
 MANCHESTER, (Eng.) Dec. 24, 1883.

Two years later perfectly well.

None genuine without a bunch of
 green Hops on the white label. Shun all
 the vile, poisonous stuff with "Hop" or
 "Hops" in their name.

THE GENEVA NURSERIES

A New York Tribune representative
 recently visited the nurseries, and
 known and justly celebrated "Geneva
 Nurseries," which are situated near the
 village of Geneva, Ontario County, N. Y.,
 and now extend over an area of 600
 acres.

These Nurseries were established in
 the year 1846 by Messrs. William and
 Thomas Smith, the present proprietors,
 and are now the largest in the country.

A thorough inspection of the various
 departments of these Nurseries evinces
 the fact that every possible care and
 precaution is taken in the dissemination
 of varieties, and so thorough is the sys-
 tem that it is almost impossible for an
 error to occur.

This is an all-important point for the
 public, for it insures to them that what-
 ever they may purchase from W. & T.
 Smith will be true to name.

Immense packing sheds and cellars
 have been erected for the packing of
 seeds and plants, and no expense or
 labor has been spared to provide facili-
 ties to insure the handling of the stock
 in the best possible manner.

The Messrs. Smith cultivate an im-
 mense assortment and variety as well
 in the Ornamental as in the Fruit Depart-
 ment, in fact everything is grown here
 that is hardy and worthy of cultivation.

To accomplish all this has taken many
 years of hard work and a large outlay of
 money, and of all this their customers
 have the benefit.

The soil is gravelly, with a heavy clay
 sub-soil, particularly well adapted to the
 growth of trees, which fact has been
 fully proven, for they have shipped
 thousands of trees to far distant sections
 of the country for many years past, viz:
 The Territories of Montana, Dakota,
 Utah, etc., etc. A large shipment will
 be made in the spring for Utah.

Trees for this remote section are
 packed in boxes specially made for the
 purpose, and always reach their destina-
 tion in the best possible condition.

It is a notable fact that the trees
 grown in the Geneva Nurseries trans-
 plant better than those raised in any
 other section, withstanding severe cold
 and extreme heat, with no injury. The
 soil produces healthy, long-lived trees,
 which is of the greatest importance to
 every planter. Another very important
 fact is, that being furnished with a more
 abundant supply of manure, they are
 ripened and fibrous roots, they bear
 transplanting to a different soil and
 climate much better. In the cold
 Northern Territories, thriving orchards
 of trees that were raised in the Geneva
 Nurseries and which are now producing
 beautiful fruit, prove their hardiness,
 and again in the extreme South the
 contrary test of their ability to stand ex-
 treme heat is proven by the fact that
 the Messrs. Smith have sold large
 quantities of their stock for many years
 past to the leading Southern nursery-
 men, and it has always given the very
 best of satisfaction.

The firm showed us letters from the
 leading nurserymen of the country, as
 well as from the leading fruit growers
 and others who have dealt with them
 for the last quarter of a century, all
 testifying to the fine quality of the stock
 and the very satisfactory manner in
 which the business has been con-
 ducted. No firm in the nursery busi-
 ness stands higher, none is better
 known, and none more deserving of
 patronage.

The Retail Department now employ
 over two hundred agents, and it is the
 intention of the firm to largely increase
 the number of their salesmen this season.

This firm can be constantly recom-
 mended, both to purchasers of nursery
 stock, and to parties wanting situations,
 as trustworthy in every respect.

Those seeking employment will find
 them a good firm to work for, and
 backed by their well-established reputa-
 tion for good stock and fair dealing, an
 agent who is earnest in his work can
 command success. These are the only
 nurseries in the country known as the
 "Geneva Nurseries."

Address all correspondence to
J. A. GOODHUE,
 Box 453, Salt Lake City.

Office: Central Block, next to Walker
 Opera House.

From Europe.

If you want to help your friends from
 any part of Europe, or go there your-
 self, buy your tickets where you can get
 it the cheapest, which you can get by
 calling at J. A. Peterson, Merchant and
 Immigration Agent, No. 67 E. Third

RAILROADS, ETC.

UTAH CENTRAL RAILROAD.

New Time Card, March 22d, 1885.

PASSENGER TRAINS LEAVE SALT LAKE DAILY, AS FOLLOWS:

GOING NORTH. 8.00 a.m. Juab Express at 1.30 p.m.

GOING SOUTH. 7.51 p.m. Milford Express at 6.40 p.m.

Passenger Trains Arrive in Salt Lake, daily as follows:

FRANCIS COPE, General Freight and Passenger Agent. JOHN SHARP, General Superintendent.

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE



CHICAGO, ROCK ISLAND & PACIFIC RAILWAY

By reason of its central position and close relation to all principal lines East and West, at initial and terminal points, constitutes the most important mid-continent link in that system of through transportation which invites and facilitates travel and traffic between cities of the Atlantic and Pacific Coasts. It is also the favorite and best route to and from points East, Northeast and Southeast, and corresponding points West, Northwest and South West.

The Rock Island system includes in its main line and branches, Chicago, Joliet, Ottumwa, La Salle, Peoria, Geneseo, Moline and Rock Island, in Illinois; Davenport, Muscatine, Washington, Fairfield, Ottumwa, Oskaloosa, West Liberty, Iowa City, Des Moines, Indianola, Independence, Atlantic, Knoxville, Audubon, Harlan, Guthrie Centre and Council Bluffs, in Iowa; Gallatin, Trenton, Cameron and Kansas City, in Missouri; Leavenworth and Atchison, in Kansas; Albert Lea, Minneapolis and St. Paul, in Minnesota; Waterville, Dakota, and hundreds of intermediate cities, towns, villages and stations.

THE GREAT ROCK ISLAND ROUTE

Guarantees its patrons that sense of personal security afforded by a thoroughly ballasted road-bed; smooth tracks of continuous steel rails; substantially built culverts and bridges; rolling stock as near perfect as human skill can make it; the safety appliances of patent buffers, plates and air-brakes; and that exacting discipline which governs the prompt operation of all its trains. Other specialties of this route are Transcontinental connecting points in Union Depots, and the unsurpassed comforts and luxuries of its Passenger Equipment.

The Fast Express Trains between Chicago and the Missouri River are composed of well ventilated, finely upholstered Day Coaches, magnificent Pullman Palace Sleepers of the latest design, and sumptuous Dining Cars, in which elaborately cooked meals are leisurely eaten, "good Digestion waiting Appetite, and Health on both." Between Chicago and Kansas City at Atchison, are also run the Celebrated Seaside Chair Cars.

THE FAMOUS ALBERT LEA ROUTE

Is the direct and favorite line between Chicago and Minneapolis and St. Paul, where connections are made in Union Depots for all points in the Territories and British Provinces. Over this route, Fast Express Trains are run to the watering places, summer resorts, picturesque localities, and hunting and fishing grounds of Iowa and Minnesota. It is also the most desirable route to the rich wheat fields and pastoral lands of interior Dakota.

Still another DIRECT LINE, via Seneca and Kanabeka, has been opened between Newport News, Richmond, Cincinnati, Indianapolis, and Lafayette, and Council Bluffs, Kansas City, Minneapolis and St. Paul, and intermediate points. For detailed information see Maps and Folders, obtainable, as well as Tickets, at all principal Ticket Offices in the United States and Canada; or by addressing

R. R. CABLE, President and General Manager, Chicago. **E. ST. JOHN,** General Ticket and Passenger Agent, Chicago.

The Utah & Nevada RAILWAY.

ON AND AFTER
MONDAY, OCT. 19th, 1885.

The Utah & Nevada Railway Company will run its trains daily as follows:

Going West. Going East.

Lv. 7:30 a.m. Salt Lake City Ar. 3:10 p.m. Cedar Fort
 Lv. 8:22 a.m. Chambers, Lv. 2:22 p.m. 9:10 a.m. Garfield, Lv. 1:23 p.m. 9:40 a.m. Half-way Ho., Lv. 1:23 p.m. 10:12 a.m. Tooele, Lv. 12:53 p.m. Ar. 10:50 a.m. Terminus. Lv. 12:15 p.m.

Twenty minutes will be allowed at Garfield on morning train for Breakfast.

No freight will be received after 4 p.m. S. F. FENTON, Gen. Fr't and Pass. Ag't. W. W. RITTER, Supt.

Salt Lake & Western RAILWAY.

On an after
Saturday, Dec. 20th, 1884.

Trains will run as follows:

STANDARD MOUNTAIN TIME.

* Leave Lehi Junction at 8:45 a.m. Cedar Fort at 2:45
 * 9-Mile Pass 3:20
 * Rush Valley at 10:50
 * Doremus at 11:35
 Arrive Ironton at 12:05 p.m. Leave Ironton at 12:10 p.m. Arrive Silver City at 12:50 p.m. Leave Silver City at 1:05 p.m. Arrive Ironton at 1:40
 * Arrive at Doremus at 2:35
 * Rush Valley at 3:10
 * 9-Mile Pass 3:40
 * Cedar Fort at 4:10
 * Lehi Junction at 5:15
 * Connects with Utah Central train leaving Salt Lake at 7:40 a.m.
 * Connects with Utah Central train arriving at Salt Lake at 6:40 p.m.
 * Stop only upon signals.

W. W. RITTER, Supt.

THE ATLANTIC EXPRESS

Leaves Ogden daily at 9:30 a.m. Leaves Salt Lake City daily at 10:55 a.m. Does not stop at Pueblo and Denver. Does stop at Omaha, Kansas City and all points East.

THE PACIFIC EXPRESS

Arrives in Salt Lake City from the East at 3:00 p.m., and leaves for Ogden at 4:10 p.m. making connection with the Central Pacific for the West.

LOCAL TRAINS

Leave Salt Lake City as follows:
 For Brigham and Alta at 7:15 a.m.
 For Ogden at 4:30 p.m.
 Arrive at Salt Lake City:
 From Brigham and Alta at 4:15 p.m.
 From Ogden at 10:50 a.m.

Tickets for all points East and West can be purchased at the Depot Office and City Ticket Office, White House Corner, Salt Lake City. S. W. ECCLES.

